

AFFAIRS OF THE RAILWAYS.

E. B. Thomas and the L. E. & W. CHICAGO, Sept. 11.—The report that E. B. Thomas, vice-president of the New York, Pennsylvania & Ohio, is to be given the vice-presidency of the New York, Lake Erie & Western, to succeed S. M. Felton, Jr., is only partly true. Mr. Felton will remain in his present position as first vice-president of the Erie, and will only be relieved of his duties as general manager. Mr. Thomas is to be second vice-president of the company, with office in New York, and will have full charge of the operating department of the Erie system, commencing Oct. 1.

Personal, Local and State Notes. Irregularities in freight rates from New York to Missouri-river points are again reported. The Bee-line is reaching its old-time proportions in freight traffic, sending East from here eleven thousand tons of freight.

The Lake Erie & Western road earned in the first week of September, \$53,125.69, being an increase over the earnings of the corresponding week in 1887 of \$3,382.92.

It is stated by officials at the Union railway station that more than 100,000 passengers have passed through the depot in the last three days than was ever known in the history of the station.

Will Leads, who has for some months past been acting as engineer of maintenance of way of the Little Miami division of the Pennsylvania lines, has been appointed to the position permanently.

B. Stone, general manager of the C. & O., who has been off on a six weeks' vacation, is at his post again, thus settling the rumors that he is to retire from the management of the property.

Several of the heavy passenger engines on the J. M. & L. road have been transferred, temporarily, to the Indianapolis division of the C. & O. St. J. & P. road to help out on the Grand Army excursion business.

Complaint is made that the Bee-line is not running a sufficient number of coaches on the west-bound trains to accommodate the business. Frequent persons have to stand up for long distances for want of seats.

The railroad companies are experiencing a good deal of trouble from fires along their lines, the dry weather of the past few weeks causing the tall grass in pastures adjacent to the tracks to catch fire easily from locomotive sparks.

An Indianapolis merchant, on Saturday last, purchased for \$8 the return portion of a ticket reading from Denver to New York and return for \$8, and on reaching here yesterday he sold it to a party going to Denver at the same figure.

An emigrant is now carried from New York to Chicago for 90 cents, while a first-class passenger must pay \$2.00. On Monday, the Chicago agent on his full portion of tariff rates, which leaves but 90 cents for the roads east of Chicago.

In the month of August, 1888, there were handled at the city freight depots of the Pennsylvania lines 26,529,827 pounds of freight, representing 2,757 cars, against 25,000,918 pounds, representing 2,721 cars in the corresponding month of 1887.

The Pennsylvania adhered to its 1 cent per mile rate, and had all the G. A. R. business they could possibly handle, borrowing cars from every road which sent them. On Monday, this line hauled into Columbus from the West twenty-eight special trains.

On Sunday next the ticket, telegraph offices, etc., of the Union Railway Company will be removed from their present quarters to the new station, and on Monday it will be opened to the public, although there is still considerable to do in the way of finishing touches.

J. Q. Van Winkle, district freight agent of the Erie & Atlantic, to succeed T. W. Burrows, who has taken the same position on the Chicago & Atlantic. W. R. Hill succeeds Mr. Van Winkle. These appointments were made yesterday.

The earnings of the express companies in this territory for August were the best in any month for years. There was a large movement of fruit and general merchandise, and the money-carrying business was very active. The mails, is steadily and rapidly increasing.

By the use of the pencil James Reed was yesterday morning made general traveling passenger agent of the Erie & Atlantic, and when he should have been the Union Pacific road, but as both roads are doing an excellent passenger business the same remarks will apply to the Union Pacific.

The indications are that the Ohio, Indiana & Western will make unusually large earnings this month. They would be much larger if cars could be commandeered to move their business along the line and the freight earnings, they have power to do 50 per cent more business than they are now doing.

It is quite evident that E. B. Thomas has a good deal of influence with the parties owning and controlling the Erie & Atlantic, and the Chicago & Atlantic road, as it is stated that it was through his influence that T. W. Burrows, superintendent of the Indianapolis & St. Louis road, was appointed general superintendent of the Chicago & Atlantic road.

The general manager of the London & South Western road, in making his monthly report, which showed a considerable decrease in earnings, remarked: "The mistake of one engine runner who forgot for a few minutes that he was running on the wrong track caused a perceptible decrease in the earnings, the damage done amounting to \$24,000."

Passenger rates are likely to be demoralized for the next sixty days, as the limit on tickets sold to the Grand Army of the Republic excursionists does not expire until the first of November. Thousands of people purchased them who were not members of the organization but will remain selling the return portion of their tickets to Western and Northern points.

The east-bound lines out of Chicago last week forwarded 47,465 tons of freight. The two Pennsylvania lines carried 30.4 per cent, and the three Vanderbilt lines 23.2 per cent. The C. & O. & P. for the first time in many months headed the list, carrying 2,250 tons of the dressed meats out of a total of 6,969 tons; and 1,327 tons of wheat out of a total of 2,643 tons.

An observing freight agent yesterday said that it would be wise for the Indianapolis roads which do an east and west-bound business to be preparing to move their business heavy fall and early winter trade, as it is moving in the north-east, comparatively speaking, light, which means that the corn crop of Kansas, Missouri, Illinois and those which come in from the West are active, as the supplies for the Eastern and export market will be largely drawn from the States above named.

The reports that E. B. Thomas is to succeed S. M. Felton as first vice-president of the Erie & Atlantic, and that he will have full charge of the operating department of the Erie system, commencing Oct. 1, are a good deal of comment in Western railroad circles, as both gentlemen are well known in this section, having been connected with Indianapolis roads. Matters here killed the Erie along so showing up so handsomely, that it was thought the present management could not be improved upon. The Erie stock and bond-holders think that Mr. Felton runs business on too broad a scale, economy being secondary in his management.

The elevator owned by the Indianapolis, Deatur and Western road is proving of great advantage to the road, as it is really worth a thousand cars to them. Their cars are allowed to go no further than this elevator with east-bound business, and those which come in from the West one day are returned to be loaded again the next day, and so on from day to day. The C. & O. & P. is, as well, greatly profiting through the "Big Four" elevator at Cincinnati. It is kept full all the time when the grain movement is as heavy as now. A railroad official yesterday remarked that every grain elevator road should have an elevator at its eastern terminus to carry them over the busy months which occur annually.

The Railroad Brakemen's Journal gives an account of the numerous large numbers of brakemen killed last month when coupling cars, and then adds: "It is distressing to know that a remedy can be applied and a stop put to this terrible wholesale butchery, and no effort made to apply the remedy. Brakemen are cheaper than bumpers, and when an unusually large number are killed the master car-builders can hold another meeting, adopt some more nice resolutions, have their pictures taken and adjourn, while the brakemen perish by thousands each year, owing to the criminal negligence of signally corporations that will not make use of safety appliances for freight cars."

Automatic brakes and couplers are not an experiment, but an established success, and yet thousands of human beings are killed each year because these appliances are not put in use. If the same number of cattle or horses were killed annually, a law would soon be enacted to fit the case and prevent further slaughter, but nothing is done for the brakemen.

Miscellaneous Items. It is stated that the Missouri, Kansas & Texas road will be thrown into the hands of a receiver this week.

It is given out in Boston that the Chicago, Burlington & Northern will make no further issue of equipment.

The treasurer of the Union Pacific will have in the company's treasury after paying the September interest \$1,000,000 in cash or quick assets.

THE FIFTIETH CONGRESS.

Celerity with Which Some Sorts of Claims Are Pushed Through the Senate. WASHINGTON, Sept. 11.—The House amendment to the Senate bill for a pension to the widow of General Heintzelman, reducing the amount from \$100 to \$75 a month, was non-concurred in and a conference was ordered.

Mr. Sherman, from the committee on finance, reported the Senate bill to declare unlawful trusts and combinations in restraint of trade and production. Placed on the calendar.

The House bill for the allowance of certain claims reported by the accounting officers of the Treasury (known as the 4th-of-July claims) was taken from the calendar and passed.

The bill taken from the calendar and passed, ranging in amount between a few dollars and a few hundred dollars, the claimants being residents of the States of Tennessee, Kentucky, West Virginia, Indiana, Maryland and Kansas.

The only large items were two of \$35,000 each, for John Reynolds and the representatives of James Reynolds, of Mississippi, and they were inserted as amendments.

Mr. Blair made a formal motion to reconsider the vote passing the bill, and commented in a general manner upon the rapidity with which the 680 bills amounting to \$188,000 had been passed by the Senate, occupying only fifteen minutes by the clock. He alluded to it as an instance of "the speed of the steam locomotive."

Mr. Blair's motion was properly stigmatized by another department of the government.

The amount appropriated was perhaps four times the amount saved to the country by the vetoing of private pension bills. Why should not the President look into the matter and veto a bill by which three or four hundred thousand dollars would be taken out of the treasury which had been taken by the pension bills which had been, as some thought, "brutally vetoed" by the President?

Mr. Vest suggested that there were none of the items in the bill duplicates, as had been the case with several of the vetoed pension bills.

Mr. Blair returned to the veto of the committee of commerce (of which Mr. Vest is a member) by reminding him of the \$50,000 appropriation for the improvement of an Eastern harbor for the purpose of the committee on commerce, the two houses and the President.

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HE KNOWS NO PHYSICAL FEAR.

Courageous Incident of General Harrison with Ohio River Guerrillas. T. C. Crawford, in the New York World.

Col. W. R. Ritchie, a Democrat, a great friend of Judge Graham and who is now doing business in London, says he knew Gen. Harrison during the war, and that he is one of the few men whom he has met of whom it could be said that he was absolutely devoid of the element of physical fear. He gives a most striking example of this by reciting an incident of the general's bravery which he himself witnessed.

Col. Ritchie, during the latter part of the war, was engaged in the transportation of army supplies in the West. He owned a number of steamers on the Ohio river. It was very common in those days for guerrillas to lie in wait in convenient ambushes along the river for the purpose of killing what people they could on the boats and at various times made an attempt to capture and destroy his vessels. One day he had Gen. Harrison for a passenger; he had also with him a large number of wounded federal officers who were going home on furlough; there were also a few ladies among the passengers. They were all seated at dinner in the long cabin of one of his steamboats one afternoon in this journey when they suddenly, in rounding a bend, came in line with an ambush, shots from the shore came whistling through the thin sides of the boat, and in a moment the general was in the cabin to see what kind of men were shooting at the vessel. Col. Ritchie went out after her; when he reached the place where she was he found that the guerrillas were shooting at the boat on the hurricane deck alone. He had a revolver in each hand and was blazing away with great enthusiasm and vigor at the people on the shore who were shooting at the boat, and he banged away until the boat was out of range. A greater piece of recklessness he never saw, and what impressed him was the perfect coolness of General Harrison that he had done anything out of the usual.

Mrs. Logan to Be at Columbus. Among those who arrived on the train from Washington was a lady who attracted special attention. It was Mrs. John A. Logan. She walked along the platform leaning upon the arm of a friend, and looking at the people of the National Tribune, of Washington. She was dressed in deep mourning, and as she passed by the hundreds of veterans they recalled the last national encampment which she attended at Columbus, Ohio, during the war.

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Mrs. Logan spoke very pathetically about going to Columbus. She said: "It recalls so vividly the last encampment I attended. Then everything seemed so bright, and there was not the shadow of a cloud on our path. That was when General Logan and I were at the encampment in St. Louis. We spent two months in California, and it was on Dec. 25 of that year that I died. Last year I did not attend the encampment at St. Louis, but this year my friends in Illinois insisted so much that I consented to go to Columbus. It will be a rich pleasure to me to see the old man, and to see a large number of ladies there. I have letters from Mrs. Foraker and others in which they say that many ladies from all parts of the country will be present."

Thurman's Record. Philadelphia Press. The Old Man's political record will not bear examination. He was one of the worst of the copperhead stripe who were active and efficient allies of rebellion operating under cover in the rear of the Union army. Nevertheless, this diary of war record is seldom more than alluded to by Republicans, so profound is the conviction that the Democratic candidate for second place in the Union ticket should be elected for Cleveland's benefit. The store of vitriol that might have prolonged his life for a half a dozen years is being rapidly exhausted by his own efforts to sustain the waning fortunes of the Democratic party.

The Difference. Free trade says to the American people—Give up what you have to Great Britain. Protection says to the American people—Hold fast to what you have and get more.

Naturally. The President, who would go fishing on Decoration day, would naturally select the Sabbath as the day on which to give his letter of acceptance to the public.

For fever and acute and miasmatic diseases Ayer's Cure is a positive remedy.

Health and Happiness. THERE can be no happiness without health, and no health without attention to those minor ailments which impair digestion and reduce the tone of the system.

SANFORD'S GINGER, compounded of Imported Ginger, Choice Aromatics and the best of French Brandy, is a most grateful stimulant to the stomach, speedily promoting digestion and assimilation of food, and hence fortifies the system against prostrating influences.

Beware of "gingers" used in place of SANFORD'S GINGER.

The Ladies of the Methodist Episcopal Church, of Mapleton, will provide dinner on the grounds at 12, noon.

FOR SALE—MISCELLANEOUS. FOR SALE—WEBER SQUARE PIANO, CHEAP. At 813 N. Alabama st.

FOR RENT. FOR RENT—ROOMS, WITH STEAM POWER. Apply at Byer's Bakery.

FOR RENT—FURNISHED AND UNFURNISHED. ROOMS, BOARD, 15 1/2 P. M. Apply at 332 E. Ohio st.

FOR RENT—ONE FURNISHED ROOM FOR ONE or two young men. 207 E. New York st.

FOR RENT—ROOMS 8 and 9, TALBOT and New York Block, first story south of post office. HORACE MCKAY.

REMOVAL. REMOVAL—OFFICE OF UNION CENTRAL Life Insurance Company has moved from 904 East Market st. to Room 35 Yancy street, between 10th and 11th. J. H. BERT, Manager.

C. H. McDOWELL, City Agent.

FINANCIAL. FINANCIAL—ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st.

MONEY TO LOAN—2 PER CENT. HORACE MCKAY, Room 11, Talbot and New York Block.

FINANCIAL—MONEY ON MORTGAGE—FARM and city property. C. E. COFFIN & CO.

CHECKER ON CITY PROPERTY IN INDIANA. JAMES H. KIERSTEDT, 13 Martindale Block.

MONEY TO LOAN—LARGE OR SMALL amounts, on mortgage, at low rates. J. C. BRYAN, 30 West Washington st.

MONEY TO LOAN ON FARMS AT THE LOW. Low market